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Sixth Meeting of the Conference
of Ministers of Transport, Communications
and Planning

Kinshasa, Zaire, 23 and 24 March 1988

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REPORT OF THE SIXTH INTERGOVERNMENTAL MEETING OF EXPERTS ON TRANSPORT, COMMUNICATIONS AND PLANNING

Kinshasa (Zaire), 17-21 March 1988

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A. ORGANIZATION

1. The Sixth Intergovernmental Meeting of Experts on Transport, Communications and Planning was held in Kinshasa (Zaire) from 17 to 21 March 1988.

B. PARTICIPATION

2. Representatives of the following member States of the Economic Commission for Africa attended the meeting: Algeria, Angola, Burkina Faso, Burundi, Cameroon, Chad, Congo, Cote d'Ivoire, Egypt, Gambia, Guinea, Kenya, Mali, Mauritania, Morocco, Nigeria, Rwanda, Senegal, Sudan, Tunisia, Zaire, Zambia, Zimbabwe.

3. The following United Nations specialized agencies and institutions and intergovernmental organizations were represented at the meeting: United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), International Labour Organisation (ILO), International Civil Aviation Organization (ICAO), the World Bank, International Telecommunications Union (ITU), International Maritime Organization (IMO), Economic and Social Commission for Asia and the Pacific (ESCAP), the Organization of African Unity (OAU), the African Civil Aviation Commission (AFCAC), African Airlines Association (AFRAA), Arab Bank for African Economic Development (BADEA), Economic Community of the Great Lakes Countries (CEPGL), Mano River Union (MRU), Pan African Telecommunications Union (PATU), Port Management Association of Eastern and Southern African States (PMAESA), Preferential Trade Area for Eastern and Southern African States (PTA), Union of African Railways (UAR), The Central African Customs Economic Union (UDEAC) and the International Air Transport Association (IATA).

C. OPENING OF THE MEETING

4. The representative of Zimbabwe in his capacity as outgoing Chairman of the Intergovernmental Meeting of Experts on Transport, Communications and Planning thanked the ECA secretariat, international and intergovernmental organizations and financial institutions for the assistance given to him during his tenure of office.

5. He recalled the resolutions adopted at Harare during the fifth meeting and indicated that progress made in their implementation would be submitted to the participants at this meeting for their evaluation.

6. He observed that among the major achievements of the United Nations Transport and Communications Decade in Africa, was the fact that the continent succeeded in defining a global strategy for implementation of policies, plans and programmes at subregional and regional level.

7. In conclusion, he wished the new officials every success.

8. Speaking on behalf of his colleagues and on his own behalf, the Chief of the Transport, Communications and Tourism Division of ECA expressed thanks to the President of the Republic, the Conseil Executif and particularly the Commissaire d'Etat for Transport and Communications of Zaire, for the cordial welcome accorded them since their arrival in Kinshasa.

9. He recalled the fact that in spite of a certain tendency to marginalize the transport and communications sector, it had a major role to play in support of the other economic sectors and is one of the priority areas in the United Nations and OAU programmes for African economic recovery and development.

10. Its role should be even more decisive at subregional level, particularly for providing access to the 14 land-locked countries of Africa and at national level, to ensure the physical integration of the continent prior to its economic integration and the inauguration of an African Economic Community by the year 2000, in accordance with the Lagos Plan of Action.

11. In view of the importance of the transport and communications sector the idea of a transport and communications decade in Africa was launched in 1975 and was turned into reality in 1977 in Kinshasa through resolution 291 (XIII). The Decade was subsequently proclaimed and supported by the General Assembly of the United Nations (Resolution 32/160) and by the Assembly of Heads of State of OAU (Resolution 675 (XXXI)).

12. In reviewing the agenda of the meeting, he drew the attention of participants to the reports of the Technical Committee on Air Transport in Africa, the reports of the Inter-Agency Co-ordinating Committee on the Regional African Satellite Communications System (RASCOM), those concerning Trans-African Highways and the evaluation of the Decade. A thorough review of those reports should result in several concrete proposals. In the area of air transport there was a need to circumvent the disturbances caused by deregulation in the United States of America and the liberalization of European airspace planned for 1992. With regard to trans-African highways, practical measures would have to be defined so that a single bureau be established pursuant to a resolution taken in 1986 by the joint meeting of Trans-African Highways Authorities and endorsed in 1987 by a resolution of the ECA Conference of Ministers. Concerning the Decade, the meeting should make recommendations for follow-up action to be undertaken at the end of the first decade, taking due account of proposals put forward by the IACC, including the proclamation of a second Decade.

13. After reaffirming the availability of ECA to co-operate with all interested parties in helping Africa implement the objectives and the strategies of the first Decade, he wished full success to the meeting.

14. The Commissaire d'Etat for Transport and Communications on behalf of the Conseil Executif and on his own behalf wished the participants a pleasant stay in Zaire.

15. He underlined the importance of the transport and communications sector in Zaire, particularly in view of the immensity of its territory. In spite of some constraints, Zaire had decided to host the meeting and would participate actively in all initiatives in this field.

16. The Commissaire d'Etat called upon the experts to harmonize their views in preparing for the Ministers the conclusions to be derived from an evaluation of the first Decade which will end in December 1988. Lessons could be learnt that should make it possible to better prepare future co-operation programmes at the continent's level. Supporting resolutions or even historical declarations should be submitted to the Ministers.

17. He warmly congratulated ECA for its activities as the lead agency for the Decade and for the quality of the working documents put at the disposal of the experts.

18. In concluding, he declared open the Sixth Intergovernmental Meeting of Experts on Transport, Communications and Planning.

Election of officers (Agenda item 2)

19. The meeting elected the following officers:

Chairman	: Zaire
First Vice-Chairman	: Kenya
Second Vice-Chairman	: Egypt
Rapporteur	: Mali

Adoption of the agenda and organization of work (Agenda item 3)

20. The meeting adopted the following agenda:

1. Opening of the meeting
2. Election of officers
3. Adoption of the agenda and organization of work
4. Reports of the 10th and 11th meetings of the Inter-Agency Co-ordinating Committee on the Transport and Communications Decade
5. Annual progress reports on the implementation of the UNTACDA Programme for 1986 and 1987
6. Progress report on the implementation of the resolutions of the fifth meeting of the Conference of Ministers of Transport, Communications and Planning
7. Progress report of the Inter-Agency Co-ordinating Committee (IACC) on the Implementation of the Feasibility Study on the Regional African Satellite Communications System (RASCOM)
8. Reports on the activities for the development of air services in Africa:
   (a) Activities of the Technical Committee on Air Transport;
   (b) Activities aimed at developing African Air Services and the impact of new aeronautic policies
9. Report on issues relating to Trans-African Highways:
   (a) Inauguration of the Tripoli-Windhoek Trans-African Highway Committee;
   (b) Realignment of the Beira-Lobito Trans-African Highway network;
   (c) Institutional mechanisms for implementing the trans-African highway programmes
10. Report on the In-depth Evaluation of UNTACDA's impact on the member States
11. Any other business
12. Date and venue of the next meeting of the Conference
13. Adoption of the report and closure of the meeting.

D. ACCOUNT OF PROCEEDINGS

Reports of the 10th and 11th meetings of the IACC on UNTACDA (Agenda item 4)

21. The ECA secretariat introduced the reports by pointing out that, in fact, there had been three meetings for which reports were being presented: the 10th and 11th regular meetings as wellll as the second extraordinary meeting of the Inter-Agency Co-ordinating Committee.

22. Concerning the report of the 10th meeting of the Committee held in Addis Ababa, Ethiopia in March 1987, the secretariat highlighted the major items discussed and outcomes of the meeting. The following reports were considered by the meeting: Annual Progress Report on UNTACDA 1986; Role of ECA as the lead agency for the Decade; reports on co-financing meetings for UNTACDA projects; reports on joint ECA/UNDP/IBRD transport study for sub-Saharan Africa, Technical Committee on Air Transport, Trans-African Highways, RASCOM, PANAFTEL and the Conference of African Telecommunications Administrations. The meeting also discussed and approved the draft terms of reference for the evaluation of UNTACDA.

23. The 11th meeting, which was held in February 1988 at Ouagadougou, Burkina Faso, considered the following issues: Annual Progress Report on UNTACDA, 1987; Report on the evaluation of UNTACDA; Report on co-financing meetings; Review of the implementation of resolutions arising from the 5th meeting of the Conference of African Ministers of Transport, Communications and Planning; and the draft agenda for the 6th meeting of the Conference. However, the IACC was not able to finalize its recommendations on future development of transport and communications in Africa, based on the evaluation report on the Decade. Therefore, it decided to convene the second extraordinary meeting in Kinshasa, prior to the 6th meeting of the Intergovernmental Experts on Transport, Communications and Planning.

24. The second extraordinary meeting of the IACC was held at Kinshasa, Zaire in March 1988. It reviewed the final report on the evaluation of the Decade and drew up recommendations which would be considered by the meeting of experts and subsequently submitted to the Conference of Ministers. The major recommendations were a second Decade programme; the retention of the statutory body (the Conference of Ministers) and the lead agency of the first Decade (ECA), the Inter-Agency Co-ordinating Committee (IACC), and allocation of two years to allow for proper preparation of the second Decade programme.

25. The secretariat emphasized that the reports of the IACC indeed constituted the core of the agenda for the meeting of experts, and the various documents reviewed by the IACC would be the working documents for the majority of the items in the agenda.

26. Following the presentation, the participants decided to take due note of the reports of the IACC and indicated that the relevant recommendations would be discussed during the consideration of the other agenda items.

Consideration of the Annual Progress Reports on the Implementation of the UNTACDA Programme for 1986, 1987 (agenda item 5)

27. In introducing documents E/ECA/TCD/45 and E/ECA/TCD/47, the representative of the ECA secretariat made reference to the qualitative improvement in information received from member States and the use by the secretariat of computerized data collection and analysis in preparing interim progress reports.

28. Accounts of efforts made by the parties involved (African governments, United Nations specialized agencies, intergovernmental organizations, financial and donor agencies and other bodies) in the implementation of the Decade programme highlighted the need for more co-operation from African countries in providing adequate information on the physical implementation of Decade projects.

29. Co-financing meetings as the main mechanism for mobilizing resources for the implementation of Decade projects should be followed up so as to secure proper information on the interest indicated by financial and donor institutions.

30. In considering these documents, some delegates pointed out that certain details in them were erroneous, outdated or incomplete. Consequently they should be updated. Correct information would be communicated to the secretariat to enable it to update the two documents. The meeting requested ECA to specify the results obtained from the two co-financing meetings.

31. In particular, the Moroccan representative emphasized that his country had submitted to the Decade programme projects of a regional and subregional character in response to the strategy adopted. He specifically stated that parts of these projects within the national territory, including a more than 2,300 km section supported by resolutions taken at various levels within the United Nations system, would be completely executed and officially inaugurated by November 1988. The representative of Morocco indicated that a global report on the execution of these projects had been communicated to the ECA secretariat taking into consideration factual, technical and financial aspects with a view to having these documents incorporated in the evaluation report on the second phase of the Decade programme. Since these two documents were not included in the report, the representative of Morocco wished to communicate the relevant information for inclusion therein.

32. The delegation of Algeria declared that the secretariat should take into account all national projects executed by member States within their internationally recognized national boundaries, as well as regional projects undertaken with the consent of all the States concerned.

33. The Moroccan delegation drew the attention of the delegates to the political connotations of the declaration made by the delegation of Algeria at a meeting of a United Nations institution, whose mission was purely technical.

34. The problem of establishing a single bureau within the ECA, which would be responsible for the co-ordination of trans-African Highways was discussed. The meeting was reminded of the provisions of resolution 604(XXII) of the Conference of Ministers, whose implementation was entrusted to ECA. Taking into account the contradictions which seemed to have arisen in the implementation of this resolution, on one hand between the recommendations of the Conference

for the establishment of the single bureau and on the other hand the decisions taken at the level of some highway authorities which tended to favour maintaining the existing structures, it was necessary either for the mandate given to the ECA by the Conference to be clearly spelt out, or for the highway authorities to respect the provisions of the resolutions adopted. The establishment of a single bureau should primarily be aimed at reducing the operational costs of existing authorities without involving additional charges for member States.

35. It was also agreed that in future, the respective roles of member States and ECA in the area of manpower training for the transport sector should be defined in such a way as to avoid unnecessary interference and enable ECA to undertake efforts to cover major aspects in training which had not been covered by the States.

36. The representative of Algeria informed the meeting of progress achieved by his country in the specific technique of road construction in the Sahara region. Mastery of this technique had resulted in the strengthening and expansion of roads to meet African standards regarding dimensions and axle loads. He would communicate the results of these activities to the secretariat.

Progress report on the implementation of the resolutions of the fifth meeting of the Conference of African Ministers of Transport, Communications and Planning (Agenda item 6)

37. Presenting document E/ECA/TCD/48, the secretariat pointed out that the fifth meeting of the Conference of Ministers of Transport, Communications and Planning held in Harare in 1986 had adopted 13 resolutions. Reports on the implementation of these had been provided in respect of 10 of them. There were two resolutions addressed to member States on which there was nothing to report. As regards resolution ECA/UNTACDA/RES/86/61 on the implementation of the United Nations Convention on the Carriage of Goods by Sea and the United Nations Convention on International Multimodal Transport of Goods, the UNCTAD secretariat had presented a report to its Committee on Shipping since 14 March 1988 and this report was still being considered. As soon as the Committee had pronounced on the secretariat's work, the parts relevant to Africa would be communicated to ECA.

38. It was observed that the resolutions and conventions adopted by member States remained without implementation for rather long periods. He quoted as an example the convention on air tariffs as being among many others. Ten years after its adoption it had still not been enforced, owing to the fact that the minimum number of signatories had still not been obtained.

39. The meeting of experts agreed that it would be necessary to sensitize member States further so that they might take necessary measures to ensure that the efforts at co-operation aimed at through the resolutions and conventions, might lead to concrete achievements.

40. The meeting of experts next considered problems affecting the implementation of resolutions of the 5th meeting of the Conference of African Ministers of Transport, Communications and Planning.

41. Concerning resolution ECA/UNTACDA/RES.86/54 on the implementation of the second phase of the Decade programme, it was requested that the results of co-financing meetings should be clearly explained and that it would be necessary to make a distinction between declarations made on principle and actual agreements to grant financing for the projects presented.

42. The secretariat informed the meeting of the follow-up measures undertaken in this area particularly with regard to the preparation of other co-financing meetings.

43. The representative of UNDP made clarifications on the amount that his organization was currently contributing to the UNTACDA Co-ordination Unit at ECA and which could be broken down as follows: $US5 million allocated under the Special Reserve Programme and $US2 million earmarked under the regional Indicative Planning Figure (IPF) within the context of its Fourth Programming Cycle for Africa. He also stated that UNDP was extending financial assistance to the communications sector, particularly the PANAFTEL projects as well as the RASCOM feasibility study.

44. Concerning resolution ECA/UNTACDA/RES.86/55, the meeting emphasized the need to provide both a physical and financial evaluation of the implementation of the Decade programme.

45. The secretariat explained that such evaluations had been undertaken all along whenever basic data were provided by the member States in response to questionnaires sent to them.

46. With regard to resolution ECA/UNTACDA/RES.86/58, the representative of AFCAC reported on progress made in the ratification of the Convention on Air Tariffs in Africa: out of 20 States which signed the convention, only 10 had ratified it to date. The enforcement of this convention required its ratification by 25 States.

47. The representative of Zaire informed the meeting that the Conseil Executif had already taken steps to ratify the convention.

48. With regard to resolution ECA/UNTACDA/RES.86/60 the representative of Zaire expressed the wish that the feasibility study concerning the establishment of well co-ordinated aircraft maintenance and overhauling centres should take into account the existing capabilities and facilities in Zaire.

49. It was confirmed that due consideration would be given to those facilities in activities to be undertaken in future in the context of that study.

50. The participants agreed however that African countries should be sensitized so that they might take advantage of existing centres in the region and use them in a rational manner.

51. The representative of UNCTAD informed the meeting that Botswana had adhered to the United Nations Convention on the Carriage of Goods by Sea in February 1988 and that Rwanda adhered to the Convention on International Multimodal Transport of Goods in 1987, pursuant to resolution ECA/UNTACDA/RES.86/61.

52. With regard to resolution ECA/UNTACDA/RES/86/62 it was pointed out that some positive results had been achieved in establishing the association. However, the recommended Conference of Ministers to which the Association would be accountable had so far not been established. The meeting of experts decided that the representative of the Port Management Association of East and Southern Africa (PMAESA) should draw attention to this subject during the Conference of Ministers.

53. Concerning the implementation of resolution ECA/UNTACDA/RES/86/64, the meeting noted that there was some lack of co-operation among some member States with regard to inter-State telecommunications links. As a result, despite the considerable investments made by African countries as well as the United Nations and other international organizations towards the implementation of PANAFTEL, the network was still under-utilized. It was agreed that the matter would be reviewed thoroughly during the discussion of agenda item 7.

54. Regarding resolution ECA/UNTACDA/RES/86/36, it was agreed that additional projects should be included in an addendum, in line with the decision taken at Harare. Furthermore, the representative of Kenya indicated that no new projects had been added but that some of Kenya's projects in the programme had been modified.

Progress report of the Inter-Agency Co-ordinating Committee (IACC) on the implementation of the feasibility study on the Regional Satellite Communications System (RASCOM) (Agenda item 7)

Report on the activities for the development of air services in Africa (Agenda item 8)

Report on issues relating to Trans-African Highways (Agenda item 9)

55. Following decisions on agenda item 6, two committees were set up, one on transport and the other on communications. These committees were mandated to consider agenda items 7, 8 and 9. The reports of these two committees are contained in annexes 1 and 2 to this report. They were discussed and adopted by the experts.

Consideration of the Report of the Communications Committee

56. The Communications Committee took note of the progress made on the feasibility study of the Regional African Satellite Communications System (RASCOM) for the development of Africa and that a meeting of the African ministers responsible for telecommunications, scheduled to be held in October 1988, would consider a detailed progress report of the project. A meeting of the Conference of African Ministers of Transport, Communications and Planning would be held in 1989 to consider the final report and take decisions on implementation.

57. The Communications Committee also expressed concern on the under-utilization of the existing PANAFTEL Network by African countries as well as the need to strengthen the operational activities of the Pan-African Telecommunications Union (PATU) in order to enable it play its role effectively in the development of telecommunications in Africa.

Consideration of the report of the Transport Committee

58. In his summary, the Chairman of the Transport Committee presented decisions made by the Committee with regard to the convening of a special conference of Ministers responsible for Civil Aviation with a view to discussing crucial problems affecting civil aviation in Africa.

59. Concerning the Trans-Central African Highway, Tripoli-Windhoek, the Committee recommended that the Conference of Ministers should request the States concerned to establish as soon as possible the Trans-Central African Highway Authority.

60. With regard to the general alignment of the Beira-Lobito Trans-African Highway, the Committee adopted the terms of reference of a ministerial Co-ordination Committee, with some amendments. The report of the Inaugural Meeting of the Co-ordination Committee of the Beira-Lobito Trans-Southern African Highway is contained in annex 3 of this report.

61. Regarding the re-establishment of the Trans-African Highway Bureau, the meeting took note of the information and decided to defer consideration of this item until agenda item 10 "Global Evaluation Report of UNTACDA", before taking appropriate decisions.

Report on the In-depth Evaluation of UNTACDA's impact on the member States (Agenda item 10)

62. In presenting the report, the ECA secretariat reported that the evaluation of the Decade programme had been carried out in accordance with the instructions of the Ministers at their fifth meeting in Harare, Zimbabwe in March 1986. The terms of reference for the evaluation had been approved by the IACC at its tenth meeting in March 1987 and a group of African experts had carried out the evaluation.

63. The evaluation was carried out for each mode of transport and subsector of communications and the sectoral reports had been prepared for all sectors, except for the postal services subsector which had not yet been completed. A global report (E/ECA/TCD/55 "Global Evaluation Report of the UNTACDA") was also prepared providing the overall evaluation of the programme in terms of concept, design of programme, institutional mechanisms for its implementation, results of project financing and execution, impact, lessons of experience and recommendations for future course of development of these sectors.

64. These reports had been examined by the IACC at its eleventh meeting in Ouagadougou in February 1988, and again at its second extraordinary meeting in Kinshasa on 14 and 15 March 1988. On the basis of these reports, the IACC made recommendations which were submitted to the meeting of experts for consideration. The major recommendations were that: a second decade for transport and communications development in Africa be declared for the years 1991-2000; a two-year preparatory period be set aside (1989-1990); and that the existing

institutional mechanisms for the current Decade be maintained, namely the Conference of Ministers of Transport, Communications and Planning, the IACC and ECA as the lead agency for the Decade.

65. After the presentation of this item, the Chairman requested that the discussions focus on the general evaluation and then on recommendations as amended by the extraordinary meeting of the IACC.

66. During the discussions on the text of the general evaluation, participants acknowledged the high quality of the document. However, they underscored some corrections to be made and indicated that the report had not made reference or sufficiently dealt with those aspects relating to the socio-economic environment prevailing when the Decade was launched, the physical impact of the Decade, the difficulties confronting ECA in mobilizing funds, the respective roles of the various partners, namely States, intergovernmental organizations, funding agencies and the procedures of ECA. They also pointed out that the Decade programme had been prepared hastily and that the objectives were too ambitious; and that the strategy would have to be refined in future.

67. The participants also highlighted all the positive and negative lessons to be drawn from the first Decade and felt that the document prepared (E/ECA/TCD/55: Global Evaluation Report of UNTACDA) constituted a sound basis for future action.

68. With regard to recommendations, the participants unanimously welcomed the proclamation of a Second Decade but the general debate concentrated on the preparatory phase of two years preceding the proclamation. Some delegations expressed the wish that the two-year period be considered as an extension of the first Decade so that the present structures be maintained and ongoing projects continued to be monitored; others suggested that the Decade should be proclaimed immediately even if the launching would be effective two years later. Other delegations observed that the two-year period was necessary to prepare the second Decade as recommended by the evaluation report. This period would be used to correct the shortcomings noted in the preparation and the implementation of the first Decade.

69. Some delegations made proposals on the development of transport through the creation of corridors. Since reference had already been made to the idea in the recommendations and detailed recommendations on the Second Decade programme were not required at that time, it was decided that the proposal submitted to the secretariat would provide a frame of reference in the future in the preparation of the second Decade.

70. After the discussions, the meeting examined recommendations as amended by the extraordinary meeting of the IACC. All recommendations were adopted without amendment with the exception of recommendation No.4 in which the current inefficiency of transport in Africa should be taken into account. In this respect, it was recommended that an additional paragraph be included, requesting ECA to undertake a study, in co-operation with appropriate specialized institutions, on the reasons behind the inefficency and to propose the necessary policy reforms.

71. The meeting endorsed the recommendations and decided to submit them to the Ministers for adoption.

Any other business (Agenda item 11)

72. The secretariat speaking on road maintenance issues, recalled the recent Fourth African Highway Maintenance Conference held in Harare, Zimbabwe, in December 1987, where the meeting had called on the ECA, together with the World Bank, to bring to the attention of the Conference of African Ministers of Transport, Communications and Planning the worsening problem of road maintenance in Africa, and its adverse effects on vehicle operating costs.

73. Road transport was the lifeline of economic activity in Africa, but it was being threatened by neglect and abuse of the road network. Urgent action was required to rehabilitate roads that had deteriorated severely and to protect newer roads from a similar fate. The effort to improve road maintenance programmes had financial, technical and institutional implications.

74. Any programme of action for effective maintenance would need to address the following matters:

(a) Institutional reform of national road agencies including decentralisation of functions and policies to strengthen accountability at all levels;

(b) Review of budgetary mechanisms to reallocate sufficient funds for road maintenance and rehabilitation;

(c) A thorough analysis of technical choices to take account of the country's needs and its capabilities;

(d) Training initiatives linked to staff functions to improve institutional performances. Incentives were essential to redouble staff motivation;

(e) Development of local resources, including an appropriate mix of labour and equipment;

(f) An evaluation of the advantages of using contractors for maintenance and rehabilitation.

75. ECA had taken the initiative to promote road maintenance in Africa, and would welcome any co-operation from countries and international agencies.

76. In conclusion the secretariat stated that it was incumbent upon the meeting of experts to bring to the attention of the Ministers the road maintenance crisis in Africa, and the consequences of further road deterioration, with appropriate recommendations.

77. The Chairman stated that the issue of maintenance was indeed crucial, and instructed that draft recommendations be prepared for presentation to the Conference of Ministers, after appropriate review by the Intergovernmental Meeting of Experts.

Adoption of the report and closure of the meeting (Agenda item 13)

78. The meeting adopted the report and draft resolutions submitted with some amendments, with the exception of one sponsored by Morocco and to which Algeria had proposed some amendments. The meeting having noted that the draft resolution had political connotations felt that its adoption was not within its competence and should therefore be referred separately from the report along with the proposed amendments, to the Conference of Ministers.

Closure of the Meeting

79. During the closing ceremony, the ECA secretariat reaffirmed its readiness to assist member States in their efforts to develop transport and communications in Africa.

80. On behalf of the participants, the representative of Nigeria moved a motion of thanks to the President of the Republic of Zaire, the Conseil Executif and the people of Zaire for the warm hospitality accorded to them during their stay in Kinshasa.

81. The Chairman of the Meeting of Experts thanked the ECA secretariat for the assistance given to him in the discharge of his duties. He then declared the Sixth Intergovernmental Meeting of Experts of Transport, Communications and Planning closed.

Report of the Communications Committee

A. Attendance

1. The communications sub-committee met on 18 and 19 march 1988 in Kinshasa, Zaire. The meeting was attended by the following member States: Algeria, Burundi, Cote d'Ivoire, Egypt, Guinea, Mali, Mauritania, Morocco, Senegal and Zaire. It was also attended by representatives of the following international and African intergovernmental organisations: ITU, UNDP, OAU, PAIU and PTA.

B. Agenda of the sub-committee

2. The sub-committee examined the progress report by the Inter-Agency Co-ordinating Committee (IACC) on the implementation of the feasibility study on the Regional African Satellite Communications System (RASCOM) as well as the status of the PANAFTEL network.

C. Election of Officials

3. The Committee selected its officials as follows:

Chairman - Egypt
Rapporteur - Zaire

D. Proceedings

4. Presenting the progress reports on the implementation of the RASCOM feasibility study, the representative of the OAU as Chairman of the IACC-RASCOM reported that since the fifth meeting of the Conference of African Ministers of Transport, Communications and Planning in Harare in 1986, the project office for the RASCOM feasibility study had been established and the study was advancing satisfactorily.

5. A total amount of US$1,615,000 had been secured so far (Italy $US1 million, UNDP $US400,000, ITU $US200,000, UNESCO, $US15,000).

6. Requests for financing for US$3.5 million had been submitted to the African Development Bank by the governments of Ethiopia and Zimbabwe and were being processed by the Bank. Additional resources were expected from OAU ($US200,000) and the Federal Republic of Germany (DM 1 million).

7. The feasibility study was estimated to cost $US6 million in 1981 and this figure was being reviewed.

8. Regarding the implementation of the study it was reported that the project had been in progress since early 1987. National co-ordinators had been appointed in the 49 participating countries. Most of the participating countries had also set up their national co-ordination committees and the others were in the process of being set up. The studies at national level should be completed by August 1988. It was expected that the regional study would be completed in 1989. A meeting of African ministers responsible for telecommunications was expected to be held to consider a detailed progress report on the RASCOM

project in October 1988. A meeting of the Conference of African Ministers of Transport, Communications and Planning would be called in 1989 to consider the final report of the feasibility study and take decision on the implementation phase.

9. As regards the implementation proposals to be considered, the acquisition of equipment for the proposed systems should be geared towards the promotion of the African telecommunications industry.

10. During the discussions on the PANAFTEL network, it was emphasized that problems impeding the operations of the network should be appropriately addressed by African member States. Of particular concern was the fact that despite the enormous investments and achievements made in the PANAFTEL network, its operations and tariff structures were still not satisfactory. Moreover, the existing inter-African links in the network were under-utilized and/or improperly utilized.

11. The need for co-operation between member States and the various regional and subregional organizations was also underscored. It was further agreed that regional financial organizations should provide support to the Pan-African Telecommunications Union so as to strengthen its operational capacity thus enabling it to play its co-ordinating role for the required development activities in telecommunications in Africa.

12. A working group was appointed to prepare draft resolutions on improvement of services and effective utilization of the PANAFTEL network as well as the strengthening of African subregional and regional organizations. The draft resolutions are annexed to the report of the Meeting of Intergovernmental Experts.

Report of the Transport Committee

1. The Transport Committee held its meetings at Kinshasa (Zaire) on 18 and 19 March 1988.

Election of officers

2. During the plenary session it had been decided that the First Vice-Chairman of the plenary session, Kenya, would be chairman of the meetings of the Committee.

Agenda

3. The Committee examined the following items:

1. Report on the activities for the Development of air services in Africa (Agenda item 8)
2. Inauguration of the Tripoli-Windhoek Trans-Central African Highway Authority (Agenda item 9(a))
3. General alignment of the Beira-Lobito Trans-Southern African Highway network (Agenda item 9(b))
4. Institutional mechanisms for implementing the Trans-African highways programme (Agenda item 9(c))

Report on the activities for the development of air services in Africa (Agenda item 8)

4. The Chairman of the Technical Committee on Air Transport in Africa (and also Chairman of the Transport Committee) introduced documents E/ECA/TCD/50 and E/ECA/TCD/51 respectively entitled Activities of the Technical Committee of Air Transport and Activities Aimed at Developing African Air Services and the Impact of New Aeronautic Policies. In doing so, he explained in great detail the implications for African governments of some of the measures being undertaken by the United States of America and European countries in matters of civil aviation. In particular he referred to the deregulation by the United States of the airline industry which had resulted in American airlines getting larger and larger and squeezing out uneconomic and/or non-efficient ones. After resistance for a long time, European countries had woken up to the threat being posed by American airlines to the continued profitability of their airlines and had themselves decided to deregulate the air transport industry. This action of the Europeans coupled with the conglomeration of their airlines in order to better face American competition, had serious consequences for the very small African airlines. It was not likely that the latter could compete against the European carriers under deregulation; the only viable option for African carriers was to co-operate and form larger airlines through integration.

5. Coupled with the threat posed by deregulation, there was another problem arising from the imposition of noise restrictions in Europe beginning in 1988, which would effectively bar most of the aircraft of African airlines from Europe. The implications for African airlines were that they would have to re-equip

their fleets in order to comply with the European conditions. As small entities, present African airlines could hardly afford such massive re-equipment programmes. Once again larger entities comprising several airlines would seem to be the answer.

6. The third problem was the result of the American airlines owning computer reservation systems (CRS) which were biased in favour of themselves and European carriers combining to create their own CRS. Since individually they could not afford such systems, and were much too small to even contemplate owning such a system African airlines would have no alternative but to lease from the American or European system over whose programming they had no control and thus their own flights were likely to be displayed after all others had been exhausted. Again the way to obviate the problem was for African airlines to co-operate in seeking means for the creation of their own system.

7. Another problem facing African air transport was that of airport facilitation. This was a problem on which African policy makers at the highest level had passed several resolutions, but what was lacking was concrete action. It was unfortunate that governments tended to hide behind the problem of security in considering facilitation questions. The Technical Committee was considering sensitization missions to the various countries.

8. In order to tackle all the problems caused by aeronautical policies in other regions and noise restrictions, the Technical Committee on Air Transport during its fourth meeting had proposed that a special conference of African ministers responsible for civil aviation be convened early in 1989 in order to adopt a common policy with regard to the problems. A subcommittee of the Technical Committee had been agreed upon and it was charged with the task of making the necessary policy proposals to the Technical Committee for onward transmission to the Conference of Ministers.

9. In support of the Chairman's detailed introduction of the documents the representative of AFCAC explained some of the actions taken by his organization to seek exemptions for African airlines from the regulations relative to noise restrictions. He also underscored the need to create conditions that would facilitate financing for the purchase of new aircraft by African airlines, in co-operation with the African Development Bank.

10. The representative of IATA, on the other hand, underscored the seriousness of the questions raised by the Chairman and pointed out that the kind of co-operation required was no longer a sentimental good-neighbourly one, but one dictated by economic necessity and indeed the need to survive.

11. A number of delegates took the floor on the matter to further underscore its gravity and to support the idea of collective and common action by African governments. They endorsed the proposal of the Technical Committee to convene a special conference on air transport in Africa. In this regard, some felt that perhaps 1989 would be too far for the proposed special conference of ministers responsible for civil aviation. The secretariat, however, explained that it would not be feasible to hold the meeting earlier given the amount of preparatory work to be done. One delegate doubted whether there was any need

to refer the question of facilitation to the ministers; what was needed was rather concrete action to be proposed by the Sixth Inter-governmental meeting of Experts. Another delegate was of the view that the question of facilitation could better be solved at the subregional rather than regional level. To the suggestion that tariffs should also be considered by the special conference, it was explained that if the agenda of that conference was widened too much then the importance of the issues involved might be diluted and overlooked.

Inauguration of the Tripoli-Windhoek Trans-Central African Highway Authority (Agenda item 9(a))

12. The ECA secretariat introduced document E/ECA/TCD/52. ECA had carried out the task as requested by the Co-ordinating Committee of the Tripoli-Windhoek Highway. The committee held its second meeting during the combined meeting of Trans-African Highway Authorities in October 1986 in Addis Ababa.

13. The current chairman of the Committee is the Central African Republic. Full members of the Committee are: Angola, Cameroon, Chad, Central African Republic, Congo, Libyan Arab Jamahiriya and Zaire. Associated members are: Algeria, Burundi, Botswana, Equatorial Guinea, Gabon, Niger, Nigeria, Sudan, Tunisia and Zambia. A constitution was needed to establish the authority and hence the development of the Highway. It is recommended that the Conference of Ministers call upon member States of the TCAH to establish the authority as soon as possible.

General alignment of the Beira-Lobito Trans-Southern African Highway (Agenda item 9(b))

14. The matter was considered by members of the TSAH comprising Angola, Zaire, Zambia, and Zimbabwe (Mozambique was not represented).

15. The meeting elected the following to the Bureau of the TSAH

Chairman	:	Zaire
Vice Chairman	:	Angola
Rapporteur	:	Zimbabwe

16. The Chairman called on the ECA to introduce document E/ECA/TCD/53. It was indicated that the global strategy and plan of action of the United Nations Transport and Communications Decade for Africa (UNTACDA) envisaged the development of several Trans-African Highways during the UNTACDA programme. ECA had been able to assist member States in launching several Trans-African Highways: TAHA, TEAHA, TCAH, and it was thought opportune to launch another Trans-African Highway, the Beira-Lobito Trans-Southern African Highway, before the termination of the first Decade.

17. The Beira-Lobito Trans-Southern African Highway, originates, as its name implies, from Beira in Mozambique and terminates in Lobito in Angola, passing through Zimbabwe, Zambia and Zaire. A map had been prepared to indicate the general alignment of the Highway.

18. The development of the Beira-Lobito Trans-Southern African Highway, necessitated the establishment of an Inter-governmental Ministerial Co-ordinating Committee. Provisional terms of reference to assist and guide the work of the Co-ordinating Committee of TSAH have been prepared and are annexed to document E/ECA/TCD/53.

19. An in-depth study of this highway is also required to determine the extent of any substandard segments, and to enable ECA to carry out such a study. It was highly desirable for the Committee to adopt and review the terms of reference for the feasibility study of the Highway and its feeder links, (see annex 2, document E/ECA/TCD/53).

Consideration of the general alignment of the TSAH

20. The representative of Zimbabwe, Zambia and Zaire submitted additional feeder roads to the TSAH as follows:

(a) Zambia: Lusaka - Kaoma - Mongu
(b) Zimbabwe: (i) Mutare - Masvingo - Bulawayo
(ii) Harare - Bulawayo
(iii) Chinhoyi - Chegutu - Bulawayo

(c) Zaire: (i) Main Highway
Kasumbalesa (border with Zambia) - Lubumbashi Likasi - Kolwezi - Mungulunga - Kasaji - Malonga - Dilolo (border with Angola)
(ii) Access roads
(a) Guba-Lubudi - Bukama-YaminaKaniama-Mwene-Ditu-[illegible]
(b) Kikwit-Tshikapa-Angola border
(iii) Iliebo-Idiofa-Kimbanda- (P.L.51 in Kikwit)

21. The representative of Angola made reservations on the alignment pending consultations with his national experts.

Consideration of the Terms of Reference of TSAH Co-ordinating Committee

22. The terms of reference were adopted as presented with article 11 (Voting) amended to read: "..... A decision shall require the affirmative majority vote of member States...."

Re-establishment of the Trans-African Highway Bureau (Agenda item 9(c))

23. In introducing document E/ECA/TCD/54 relating to the re-establishment of the Trans-African Highway Bureau, the secretariats of ECA provided information on progress in the implementation of resolution 604(XXII) of the ECA Conference of Ministers, which called upon the Executive Secretary to urgently re-activate

the Bureau and on UNDP to provide funds for its establishment and operation.

24. After an exchange of views focusing on how to avoid duplication of efforts and resources, and after interventions from representatives of Senegal, Morocco, Kenya, Nigeria, Guinea, Mali, Zaire and UDEAC, the meeting decided to defer decisions until after the debate on agenda item 10, "Report on the in-depth evaluation of the Decade".

Inaugural Meeting of the Co-ordinating Committee of the Beira-Lobito Trans-Southern African Highway

INTRODUCTION

1. The member countries of the Beira-Lobito Trans-Southern African Highway (TSAH) met in Kinshasa, to consider the establishment of the Co-ordinating Committee of the Highway and adopt its Terms of Reference.

Attendance

2. The meeting was attended by Angola, Zaire, Zambia and Zimbabwe. Mozambique was not represented.

Election of Officers (Agenda item 2(a)

3. The following bureau was elected:

Chairman	:	Zaire
Vice Chairman	:	Angola
Rapporteur	:	Zimbabwe

Adoption of the agenda (Agenda (2(b))

4. The meeting adopted the following agenda.

1. Opening of the meeting
2. (a) Election of officers
   (b) Adoption of the agenda
3. Consideration of the General Alignment of the Beira-Lobito Trans-Southern African Highway
4. Consideration of the Terms of Reference of the Co-ordinating Committee of the TSAH.
5. Closure of the meeting

Consideration of the General Alignment of the TSAH (Agenda item 3)

5. The General Alignment of the Highway from Beira to Lobito passes through Harare in Zimbabwe; Lusaka and Kitwe in Zambia; Lubumbashi and Kolwezi in Zaire; and Luena and Chinguar in Angola, as indicated in ECA document E/ECA/TCD/53, of 19 February 1988; and as shown on the Beira-Lobito Highway Map CART-88/6 (2/88/200). The Committee considered the general alignment of the Main Highway and of the Feeder Links, and the following observations were made.

6. The Representative of Zambia, Zimbabwe and Zaire submitted additional feeder roads to the TSAH as follows:

(a) Zambia: Lusaka - Kaoma-Mougu
(b) Zimbabwe: (i) Mutare - Masvingo - Mugu
(ii) Harare - Bulawayo
(iii) Chinhoyi - Chegutu - Bulawayo
(c) Zaire (i) Main highway
Kasumbalesa (border with Zambia) - Lubumbashi - Likaci - Kolwezi - Mungulunga - Kasaji - Malonga - Dilolo (border with Angola)

(ii) Access Roads

(a) Guba - Lubudi - Bukana - Kamina - Kanaiama-Mwene - Ditu - Mbuji - Mayi - Kananga.

(b) Kikwit - Tshikapa - Angola border

(iii) Illebo - Idiofa -Kimbanda - (PK.51 in Kikwit)

7. The representative of Angola made reservations on the alignment pending consultation with his national experts.

Consideration of the Terms of Reference of TSAH Co-ordinating Committee (Agenda item 4)

8. The meeting examined the Terms of Reference of the Co-ordinating Committee of TSAH, and adopted it with the following amendment: article II, (Voting) should read "... a decision shall require the affirmative majority vote of member States..."

Closure of the meeting (Agenda item 5)

9. The Chairman (Zaire) then declared the meeting closed.

Annexes

Annex I - Terms of Reference of the Co-ordinating Committee
Annex II - The General Alignment of the TSAH.

Report of the Meeting of Experts on the Development of the Congo/Zaire River Basin

A. ORGANIZATION

1. The governmental experts concerned with the development of the Congo/Zaire River Basin met in Kinshasa on 21 March 1988, during the meeting of intergovernmental experts on transport, communications and planning, in keeping with the relevant recommendation adopted previously at their first meeting (in Kinshasa, Zaire from 12 to 17 November 1987).

B. PARTICIPATION

2. Participating at the meeting were representatives of the following member States of the Economic Commission for Africa: Angola, Burundi, Congo, Rwanda, Zaire and Zambia.

3. The Central African Customs and Economic Union (UDEAC) also participated in observer status.

C. ACCOUNT OF PROCEEDINGS

4. The meeting was chaired by the delegation of Zaire.

5. Items submitted for consideration by the meeting included:

(a) Reservations expressed during the first meeting with regard to certain articles in the draft convention on the Congo/Zaire River Basin agreement;

(b) Consideration of article 16 which was a new item to be included in the draft convention on the establishment of the Congo/Zaire River Basin Development Authority.

(c) Any other business.

Reservations expressed during the first meeting with regard to certain articles in the draft convention on the Congo/Zaire Basin Agreement

6. The secretariat briefly recalled that during the first meeting, two reservations had been expressed on articles 4, 8 and 9 in the draft convention and that the nature of these reservations could not be specified. The question was raised as to what was the exact nature of these reservations that had been raised at the time.

7. The delegation of Zaire which had expressed the reservations confirmed that it had already submitted the matter to the appropriate authority in Zaire for consideration, but that no definite decision had been communicated to it on the matter and as such it would be difficult to deal with it.

8. The delegate of Zambia indicated that the authorities in his country were still considering the matter and therefore he was not in a position to take a stand on the matter.

9. The meeting agreed that in the report of its proceedings it would refer the matter to the Ministers concerned during a special meeting on the Congo/Zaire River Basin, with a view to making it possible for the Ministers to state their position on this issue as far as possible.

Consideration of the proposed new article 16 for inclusion in the draft convention establishing the Congo/Zaire River Basin Development Authority

10. The secretariat recalled that during their first meeting the experts requested the ECA to finalize the text of this draft convention by including the relevant articles which would specify the functions of the proposed permanent technical committee. This provision is taken into account in article 16 of the draft submitted to the meeting for consideration.

11. The meeting accepted the insertion of this article after an amendment in paragraph (d) which will read as follows: "submit to the Council of Ministers reports and recommendations concerning the implementation of the appropriate conventions on the Congo/Zaire River Basin."

Any other business

12. No issue was raised under this item.

RESOLUTION ECA/UNTACDA/RES.88/67

CONVENING OF A SPECIAL CONFERENCE OF MINISTERS RESPONSIBLE FOR CIVIL AVIATION

The Conference of African Ministers of Transport, Communications and Planning, meeting at Kinshasa, on 23 and 24 March 1988,

Having taken note of the recommendation formulated by the Sixth meeting of Intergovernmental Experts on Transport, Communications and Planning held from 17-21 March 1988 in Kinshasa, on the activities of the Technical Committee on Air Transport, which was established by the Mbabane Declaration on air transport in Africa,

Conscious that air transport is one of the key factors for the development and integration of the continent as highlighted in the Lagos Plan of Action, in Africa's Priority Programme for Economic Recovery, in the United Nations Programme of Action for African Economic Recovery and Development,

Considering that the development of air transport requires co-operation among member States as well as among their airlines,

Considering that meaningful co-operation and the harmonization of air services depend on a coherent and integrated aeronautic policy,

Concerned about the adverse consequences of new civil aeronautic policies on the development of air transport in Africa,

1. Commends the ECA and the members of the Technical Committee for their achievements;

2. Requests the Executive Secretary of the ECA in collaboration with the Secretary General of the OAU:

(a) To convene during the first quarter of 1989, a special conference of African Ministers responsible for civil aviation with a view to considering and adopting an African aeronautic policy;

(b) To establish for the purpose of preparing the said conference, a preparatory committee comprising Air Afrique, Air Gabon, Ethiopian Airlines, Egypt Air, Zimbabwe Civil Aviation, AFCAC and AFRAA, to co-ordinate the activities of this Committee;

(c) To submit the report as well as the resolutions and recommendations of the special conference of African Ministers responsible for civil aviation to the fifteenth meeting of the Conference of Ministers of the ECA in 1989.

RESOLUTION UNTACDA/RES.88/68

ESTABLISHMENT OF A WORKING GROUP ON INLAND WATER TRANSPORT IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning, meeting at Kinshasa on 23 and 24 March 1988,

Bearing in mind the vast expanse of the inland waterways network in Africa,

Recognizing that this network offers vast potential for establishing means of communication at national level and in particular for subregional integration,

Concerned about the under-development of inland waterway transport modes in Africa, as observed from the evaluation of the implementation of the programme of the United Nations Transport and Communications Decade,

Bearing in mind also that the ECA is currently undertaking a study on the facilitation of international traffic in Africa including transport by inland waterways,

Invites the Executive Secretary of the ECA, in collaboration with intergovernmental organizations responsible for the management of river basins in Africa as well as with the appropriate authorities in member States, to convene a meeting of experts on problems pertaining to facilitation of transport by inland waterways in Africa and to envisage the establishment of a working group responsible for considering problems in this sector.

RESOLUTION ECA/UNTACDA/RES.88/69

ESTABLISHMENT OF AN ENTITY FOR DEVELOPING TRANSPORT IN THE NORTH AFRICAN SUBREGION

The Conference of African Ministers of Transport, Communications and Planning, meeting in Kinshasa on 23 and 24 March 1988,

Recalling the recommendations of the meeting in Salonika on the development of transport in the Mediterranean, organized in October 1984 by the Economic Commission for Europe (ECE) in co-operation with the Economic Commission for Africa (ECA) and the Economic Commission for Western Asia (ECWA),

Recalling further the report of the team of intergovernmental experts for negotiations on the establishment of a preferential trade area in North Africa,

Bearing in mind the activities of the Centre for Studies on Transport in the Western Mediterranean (CETMO) created under the auspices of the Economic Commission for Europe for the promotion of trade within the region,

Bearing also in mind the study on the establishment of a plan for improving transport within the region which is being prepared by the ECE in co-operation with ECA and ECWA,

Convinced of the importance of transport for the integration of countries in North Africa and the establishment of a preferential trade area,

Urges the ECA to establish within the Tangiers MULPOC, a section comprising representatives of member States which will still be charged with the follow-up of the study concerning the development of transport within the region and in collaboration with CETMO, co-ordinate the evaluation of traffic, the harmonization of transport infrastructure and facilitation of administrative and customs procedures among the countries of North Africa, as well as between these countries and riparian European countries of the Western Mediterranean and countries in other regions of Africa.

RESOLUTION ECA/UNTACDA/RES.88/70

STRENGTHENING THE CAPACITY OF AFRICAN INTERGOVERNMENTAL ORGANIZATIONS RESPONSIBLE FOR IMPLEMENTING TRANSPORT AND COMMUNICATIONS PROGRAMMES IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning meeting in Kinshasa on 23 and 24 March 1988,

Having considered the report of the sixth meeting of Inter-governmental experts of Transport, Communications and Planning,

Recalling resolution ECA/UNTACDA/Res.86/55 in particular, operative paragraph (d)(iii) which inter alia calls upon ECA to provide support to the various African regional and subregional organizations and assist them in co-ordinating their transport and communications programmes,

Recalling the resolution on the Lagos Plan of Action which inter alia, directs the Secretary General of the Organization of African Unity (OAU) to act in collaboration with the Executive Secretary of the Economic Commission for Africa (ECA), to take all necessary measures to implement the Lagos Plan of Action, utilizing the resources of the OAU specialized agencies and the technical assistance of ECA,

Recalling further resolution No. CM/Plan/Res.6 adopted at the 45th ordinary session of the OAU Council of Ministers requesting the OAU Secretary General, among other things, to negotiate with funding institutions conditions which would make it possible to consider as a matter of priority, OAU specialized agencies in their respective areas of competence as executing agencies of projects to be funded by those institutions, using African experts,

Noting with appreciation the important role played by African intergovernmental institutions in implementing the Decade Programme,

Noting with regret the fact that almost all these intergovernmental organisations are still suffering from lack of material and financial resources,

Requests ECA to utilize African intergovernmental organizations in executing development projects in Africa and in particular, in the area of telecommunications, to utilize the services of the Pan-African Telecommunications Union, PATU, the key institution for co-ordinating regional and subregional projects.

RESOLUTION ECA/UNTACDA/RES.88/71

TRANS-AFRICAN HIGHWAY DEVELOPMENT

The Conference of African Ministers of Transport, Communications and Planning meeting in Kinshasa on 23 and 24 March 1988,

Recalling resolution 291 (VII) of 26 February 1977 of the Economic Commission for Africa and 2097 (LXII) of 29 July 1977 of the Economic and Social Council of the United Nations proclaiming the United Nations Transport and Communications Decade in Africa (UNTACDA),

Aware of the tremendous efforts exerted by the Executive Secretary of the ECA in accelerating the development of the Trans-African Highway programme, infrastructure and institutions during the life of UNTACDA,

Recalling also resolution 604(XXII) of the ECA Conference of Ministers requesting the Executive Secretary, inter alia, to urgently reactivate the Trans African Highway Bureau in ECA, and also UNDP to provide financial assistance during its Fourth Programming Cycle for the establishment and operation of the Bureau,

Appreciating the efforts made by the Executive Secretary in close collaboration with the World Bank and other institutions and countries to draw the attention of governments to the rapid deterioration of African road networks, and especially the recommendations of the Fourth African Highway Maintenance Conference[1/] which, inter alia, calls upon African governments to introduce institutional and administrative reforms and budgetary mechanisms towards improved and effective maintenance performance; and also urges the World Bank, the OECD and other development agencies and financial institutions to step up their support for road programmes directed at reversing the trend towards road deterioration,

Appreciative also of the effort of the Executive Secretary of ECA in launching yet another major highway, the Beira-Lobito Trans-Southern African Highway during the life of the UNTACDA,

1. Calls upon countries concerned with the Tripoli-Windhoek Trans-Central African Highway to expedite the establishment of their Authority to enhance the accelerated development to all-weather standard of this very important Trans-African Highway;

2. Commends countries concerned with the Beira-Lobito Trans-Southern African Highway for collectively taking the important initial step in the development of their highway, by inaugurating their co-ordinating committee, as a forerunner to a tremendous amount of regional and subregional co-operative efforts required to improve travel and trade in Southern Africa;

1/ E/ECA/TRANS/60, 30 December 1987.

3. Requests the Executive Secretary of the ECA to provide a progress report at the next meeting of the Conference, on the implementation of the resolution to reactivate the Trans African Highway Bureau;

4. Requests also member countries to consider the following matters when addressing road deterioration:

(a) Review of budgetary mechanisms including earmarking and creation of road funds to reallocate sufficient funds for road maintenance and rehabilitation;

(b) Institutional strengthening of road agencies;

(c) Training and motivational initiatives to improve institutional performance and reduce staff turnover;

(d) Reliance on locally available resources including appropriate and more labour-based technologies.

RESOLUTION ECA/UNTACDA/RES.88/72

UTILIZATION OF THE PAN-AFRICAN TELECOMMUNICATIONS NETWORK (PANAFTEL)

The Conference of African Ministers of Transport, Communications and Planning, meeting at Kinshasa on 23 and 24 March 1988,

Recognizing that one of the aims of creating PANAFTEL network is to promote closer cooperation and economic integration among African countries,

Bearing in mind resolution ECA/UNTACDA/Res.86/64 of the fifth meeting of the Conference of African Ministers of Transport, Communications and Planning on telecommunications for socio-economic development,

Aware that member States have made considerable investments towards the implementation of PANAFTEL network,

Aware also that the UNDP, ITU and other UN Agencies as well as various international organizations have provided assistance to African member States towards the realisation of PANAFTEL network,

Noting that substantial achievements have been made in the implementation of the network, especially in the West African and the Eastern and Southern African sub-regions,

Noting also that in spite of the investments and achievements made in the implementation of PANAFTEL network, the network is grossly under-utilized and/or improperly used due to a number of operational and/or national policy considerations,

1. Calls on member States to give high priority to the completion of PANAFTEL links within the national boundaries and interconnect them with those of neighbouring countries with a view to completing the whole network;

2. Urges member States to put the PANAFTEL network to greater use for intra-African telecommunication traffic in those subregions where the network is completed and operational.

RESOLUTION ECA/UNTACDA/RES.88/73

DECLARATION OF A SECOND UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning, meeting at Kinshasa from 23 to 24 March 1988,

Recalling resolution 291 (XIII) adopted on 26 February 1977 by the Conference of Ministers of the Economic Commission for Africa, Economic and Social Council resolution 2097 (LXIII) of 29 July 1977 and General Assembly resolution 32/160 of 19 December 1977 proclaiming the United Nations Transport and Communications Decade in Africa,

Referring to resolution CM/RES 675 (XXXI) of the Assembly of Heads of State and Government of the Organization of African Unity on the United Nations Transport and Communications Decade adopted in Khartoum in July 1978,

Recalling also its resolution ECA/UNTACDA/RES 84/44 adopted in Conakry in February 1984 recommending to Governments of member States to adopt the principle of launching a second United Nations Transport and Communications Decade in Africa,

Recalling further its resolution ECA/UNTACDA/RES. 86/55 adopted during its fifth meeting held in Harare from 10 to 11 March 1986 whereby it:

(a) Adopted the recommendations of the Joint Inspection Unit of the United Nations, namely that:

(i) There should be a period of evaluation and analysis before a decision is taken on whether or not there will be a second Decade. In this connection, the period of evaluation should commence immediately and ECA should find the means of undertaking consultations during the current Decade in order to undertake an in-depth evaluation of the Decade;

(ii) ECA should prepare, as soon as possible, an in-depth evaluation of the decade programme in close collaboration with regional and subregional organizations, the United Nations agencies concerned and other agencies that have been involved in financing and implementing Decade projects;

(b) Appealed to international and regional financial institutions in particular the African Development Bank, the International Bank for Reconstruction and Development and the United Nations Development Programme, to assist with the in-depth evaluation of the impact of the Decade,

Having considered the report of the Sixth Intergovernmental Meeting of Experts of Transport, Communication and Planning,

1. Thanks the United Nations Development Programme for the substantial support granted to ECA which has made it possible to undertake the in-depth evaluation of the impact of the United Nations Transport and Communications Decade in Africa;

2. Adopts the following recommendations of the Sixth Intergovernmental Meeting of Experts of Transport, Communications and Planning.

(a) That in view of the positive impact of the Decade on the integration of transport and communications in Africa and that a considerable effort still needs to be deployed to stimulate cooperation, integration and growth in the transport and communications sectors in Africa, a second Decade should be declared covering the period 1991-2000 in order to sustain the momentum of the activities commenced during the first Decade;

(b) That the expertise and experience acquired during the first Decade should be maintained by retaining and/or reappointing the statutory and executing agencies of the first Decade, namely;

(i) The Conference of African Ministers of Transport, Communications and Planning as the permanent policy making body for the implementation of the Decade programme with the same role and responsibilities as during the first Decade;

(ii) ECA as the lead agency responsible for:

- Preparation of the Decade programme in close collaboration with intergovernmental subregional and regional organizations, United Nations specialized agencies and relevant African and international organizations;

- The harmonization, co-ordination and monitoring of all activities to be carried out by itself and by all the other institutions, within the context of the Decade;

- Ensuring the coherence and harmonization of regional and subregional projects and components of national transport and communications plans and projects related to the global strategy and programme;

- Providing the secretariat services for the implementation of the programme;

(iii) The Inter-Agency Co-ordinating Committee (IACC) as the technical body of the Decade accountable to the Conference of Ministers through the Intergovernmental Meeting of Experts.

(c) That there should be a two-year preparatory period between the end of the first Decade and the launching of the second (1989-1990), during which:

- A long-term transport and communications development plan for Africa, covering the period 1991-2010, will be prepared;

- A detailed programme of activities of the second Decade (1991-2000) will also be prepared;

- The mechanisms for executing the programme of the second Decade will be established; and

- Specific functions to be performed by the various statutory organs and executing agencies of the Decade will be defined;

(d) The ECA in close collaboration with members of the IACC, other relevant UN agencies and African intergovernmental organizations, should undertake the following activities during the two-year preparatory period:

(i) Compile information required for defining a special priority programme consisting of inter-State and interregional projects retained during the first Decade but which were not executed;

(ii) Update and harmonize priority regional, subregional and national projects of subregional significance contained in the national plans and the plans of regional or subregional intergovernmental organizations and specialized African and international organizations;

(iii) Hold consultations with other agencies and organizations currently executing decade programme so as to exchange views and experience which can be useful for the preparation and implementation of the Second Decade;

(iv) Accelerate in collaboration with member agencies of the IACC, the preparation of regional and subregional policies, development programmes and master plans for each transport and communications sub-sector, as well as integrated global master plans of the transport and communications sectors, taking into account the following:

- Plans and programmes should be based on the development of regional corridors that support or are designed to support the development objectives of the Monrovia Strategy and the Lagos Plan of Action;

- Clearly established transport and communications priorities as contained in regional and subregional plans and in the programmes of specialized member agencies of the IACC, or national plans; these will include short-term, medium-term and long-term programmes;

- The need for a coherent minimum programme which must be implemented within the specified period;

- A detailed and appropriate mechanism for the implementation of the regional and subregional components of the programme, including availability and sources of resources;

- Appropriate indicators which would facilitate assessment of the achievement of the programme;

- Relevant recommendations made, but not applied during the first Decade, whose implementation can contribute positively to the preparation and execution of the second Decade;

(e) Undertake with support from intergovernmental organizations and appropriate specialized agencies, a study on the ineffectiveness of transport and communications in Africa and formulate the reforms and policies required;

(f) That new mechanisms for the implementation of the programme of the Second Decade should be established and that some changes be introduced in the modus operandi of some of those existing during the First Decade as detailed below:

(i) That a resource mobilization committee to be chaired by an African institution be created, consisting of UNDP, World Bank, OAU, ADB, BADEA, EEC, ACP as members and ECA providing secretariat services. The Committee should strengthen co-operation among its members and ensure the collaboration and participation of other financial institutions in the financing of such studies and projects that fall within the global strategy;

(ii) That national co-ordinating committees should be established in collaboration with governments and member institutions of the IACC. The committees should be responsible for monitoring in each country the implementation of projects, policies, programmes, modal and sub-sectorial master plans that fall within the global strategy and co-ordinating activities and information with the Decade secretariat;

(iii) That new associations and organizations which should group together professionals or operators in sub-sectors where no such bodies already exist should be created;

(iv) That the Inter-Agency Co-ordinating Committee should meet at least twice a year during the preparatory period in order to consider proposals submitted by the Decade secretariat; advise the secretariat on the formulation of recommendations to be submitted to the Conference of African Ministers of Transport, Communications and Planning;

(v) That the Conference of Ministers should meet at least once a year during the 1989-1990 period, in order to consider and approve the recommendations for the implementation of the global strategy during the second Decade;

(g) That African States are primarily responsible for, and are the principal beneficiaries of, the programme, and should devote adequate and more financial resources to the implementation of the Second Decade than they did during the first Decade and should strictly adhere to the priorities laid down for the execution of projects. Furthermore detailed and specific recommendations relating to each transport mode and communications subsector contained in the sectoral reports, should be carefully considered and incorporated into the Second Decade Programme, so as to enable it to more appropriately address the problems affecting the development of transport and communications in Africa.

3. Recommends to the Assembly of Heads of State and Government of the Organization of African Unity as well as the ECA Conference of Ministers and other appropriate United Nations bodies, to take the necessary measures to proclaim a Second United Nations Transport and Communications Decade in Africa;

4. Appeals to the Administrator of the United Nations Development Programme to continue to provide adequate funds to ECA to enable it to discharge the responsibilties imposed on it in this resolution;

5. Requests the Executive Secretary of ECA to report to its next meeting on the implementation of this resolution.